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gutierre Sotomayor, Vargas Machuca, Lafone Quevedo, Ruiz de Montoya, Vicuña Cifuentes, etc., are correctly listed under the first part of the name. This encourages one to hope that perhaps the North American public is beginning to learn that a man named Juan Fulano y Sotano is called either Señor Fulano y Sotano or Señor Fulano, and that to call him Señor Sotano is to imply that his mother was not married.

A word should be said about the illustrations of this book. They are beautifully made. In most cases they really illustrate. Of the forty-two plates three or four, notably Plate XXIX, are far from being novel. The plate referred to is borrowed (with due acknowledgments) from Joyce. It never was a very good illustration, and it has now been going the rounds for some years. Had Alexander searched in our museums he could have found some un-reproduced vase-paintings of boats which would have been more interesting. It is too bad that he has not seen the work of Horacio H. Urteaga, regarding pre-Columbian navigation in Peru. But here, again, there is ample compensation. Plate XXXIII, an exquisitely colored plate, represents an unpublished design on one of the important Nasca fabrics in the Boston Museum of Fine Arts.

In short, this is a book with a few faults, none of them serious, and many good qualities. Of the latter, completeness of treatment, conciseness, and good documentation are the most noticeable. It is a book which is quite indispensable to all who deal with pre-Columbian America.

PHILIP AINSWORTH MEANS.

The Life and Times of Henry Gassaway Davis, 1823-1916. By CHARLES M. PEPPER. (New York: The Century Co., 1920. Pp. xi, 318. \$4.00.)

Mr. Pepper has produced an excellent biography of Mr. Davis, the West Virginian Senator and builder of railroads. The narrative is told simply with no artificial embellishing to give it that smart tone that is so characteristic of much of the present-day writing. Mr. Pepper is concerned chiefly in presenting various facts to his public, and this he has done in an interesting manner.

The only parts of the work that concern this REVIEW are those portions showing the connection of Mr. Davis with Hispanic America. Consequently, mention will be made here only of the seventh and

eighth chapters—the first of which discusses the first four Pan American conferences and Mr. Davis's connection therewith, and the second the Pan American Railway.

Mr. Davis was a delegate from the United States to the first four Pan American conferences: namely that called in 1889 at Washington; that of 1901, called at the City of Mexico by Mexico; the third called in 1906 at Rio de Janeiro by the Brazilian Government; and that called in 1910 at Buenos Aires by the Argentinian government. In all four the impress of his personality was felt through the seriousness with which he entered into the consideration of the questions before the conference, and by his earnest work in the various committees in which he participated either as chairman or member. At the conference in Mexico, which was attended by a brilliant coterie of delegates from the various countries participating therein, he would have been elected permanent chairman of the body against his will, but he refused the honor, as he believed rightly that it should go to a Mexican.

The first conference is memorable for Blaine's opening address, in which it was declared that the conference "will permit no secret understanding on any subject, but will frankly publish to the world all its conclusions"—a true American ideal. This conference is also remarkable as the starting point of the Pan American Union, for the Committee on Customs and Regulations, of which Mr. Davis was a member, recommended the establishment of a Bureau of American Republics, its first name. In all four conferences, Mr. Davis took a constructive part, and was not sparing of his time to make them a success.

He was especially interested in the construction of a Pan American Railway, and devoted considerable attention from year to year to this project, which he confidently expected to see realized before his death. His reports on the project, as might be expected, were practical, sound, and convincing. It was largely due to him that Mr. Pepper was sent, with official recognition from the United States, to all the Hispanic American countries, to work in the interests of the Pan American Railway.

The reader will close this part of the volume with the conviction that both Hispanic America and the United States owe much to Mr. Davis for his patient, constructive work for the rapprochement of the nations of the Americas.

JAMES ALEXANDER ROBERTSON.